



# Two Armies, One Railroad

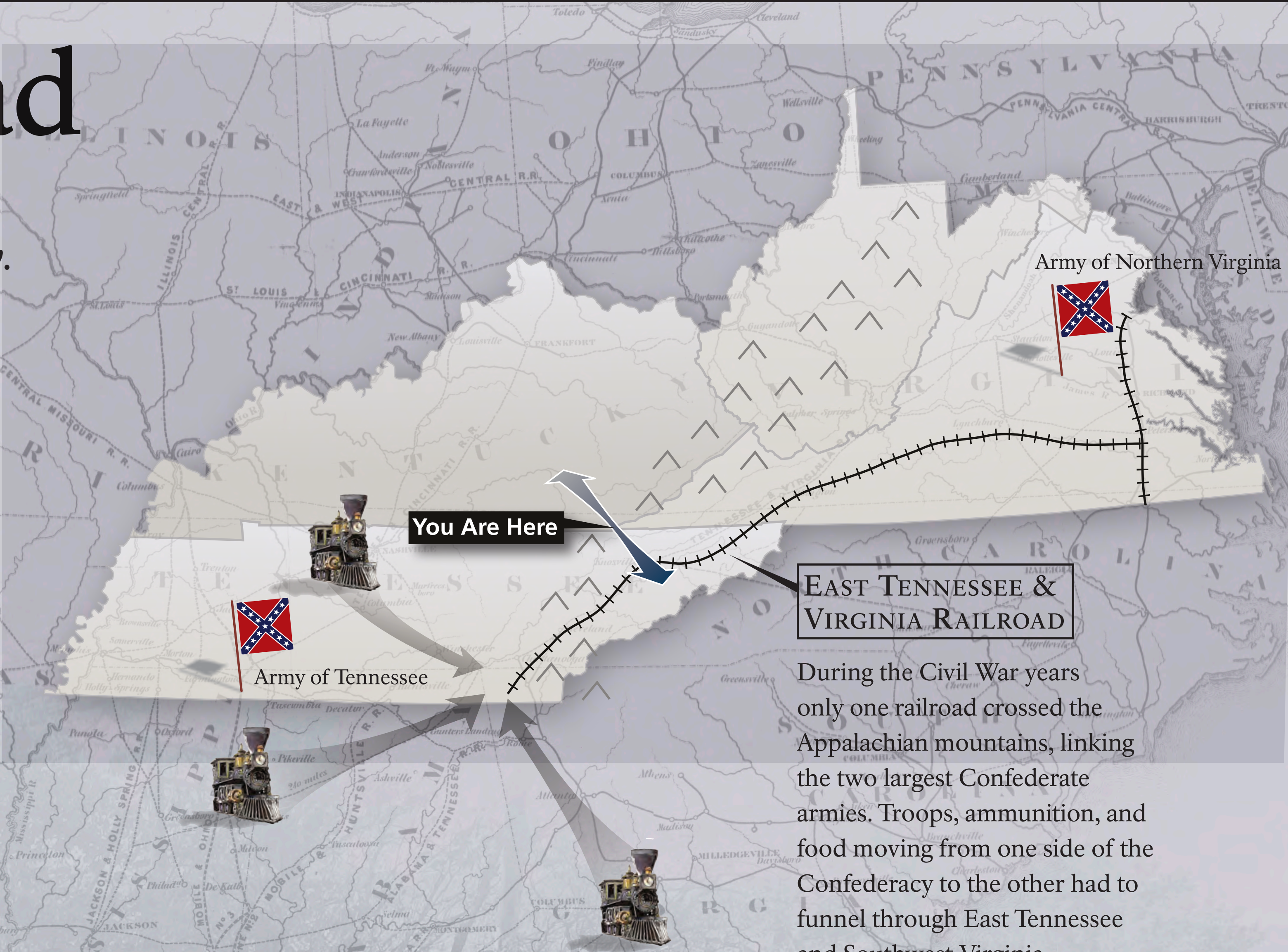
*The flames of [pro-Union] rebellion will flash throughout East Tennessee, the railroad will be destroyed, the bridges burned, and other calamities...will follow.*

 Landon C. Hayes, letter to Confederate President Jefferson Davis, 1862

When 11 southern states broke their ties with the U.S. government in spring 1861, military commanders north and south of these mountains began to calculate how to use Cumberland Gap to aid their cause.

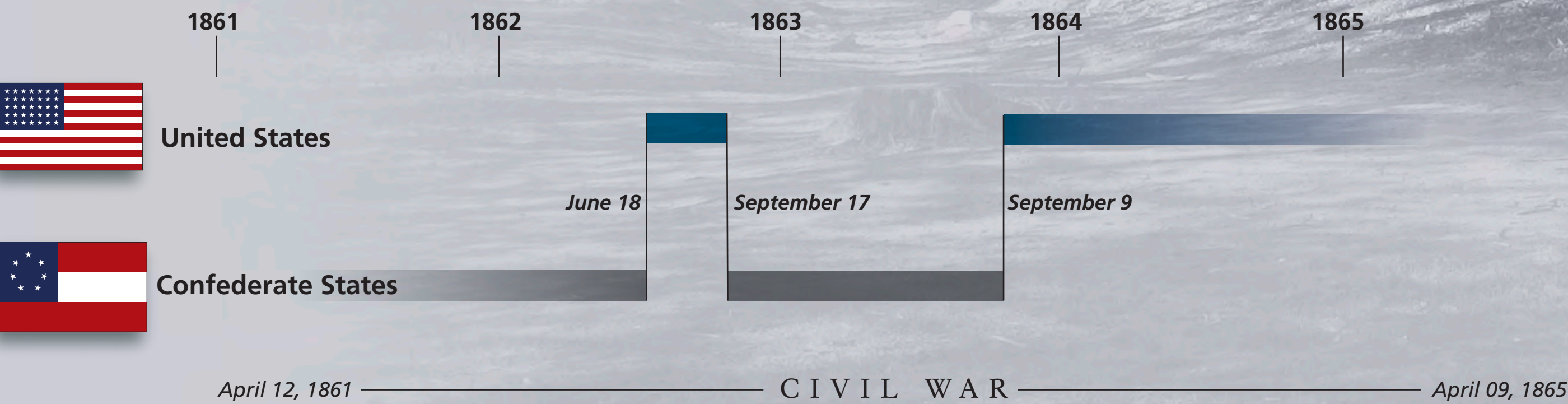
Federal commanders saw the Gap as one way to cut the Confederacy in two. The fact that sentiment was strong against secession in East Tennessee and the mountain counties of neighboring states worked in their favor.

Confederate generals saw the Gap as a forward defense against Union strikes that might cripple the saltworks, mines, and railroads vital to their war effort. Southerners also saw Cumberland Gap as a route to invade Kentucky and reclaim its resources for the Confederacy.



## Which Army Held Cumberland Gap?

Confederate and Federal troops each garrisoned forts in the Gap twice.



The stairs to your right climb to Civil War earthworks that overlook the Gap.





# It Started in Selma

*At times history and fate meet at a single time in a single place to shape a turning point in man’s unending search for freedom. So it was at Lexington and Concord. So it was a century ago at Appomattox. So it was last week in Selma, Alabama.*

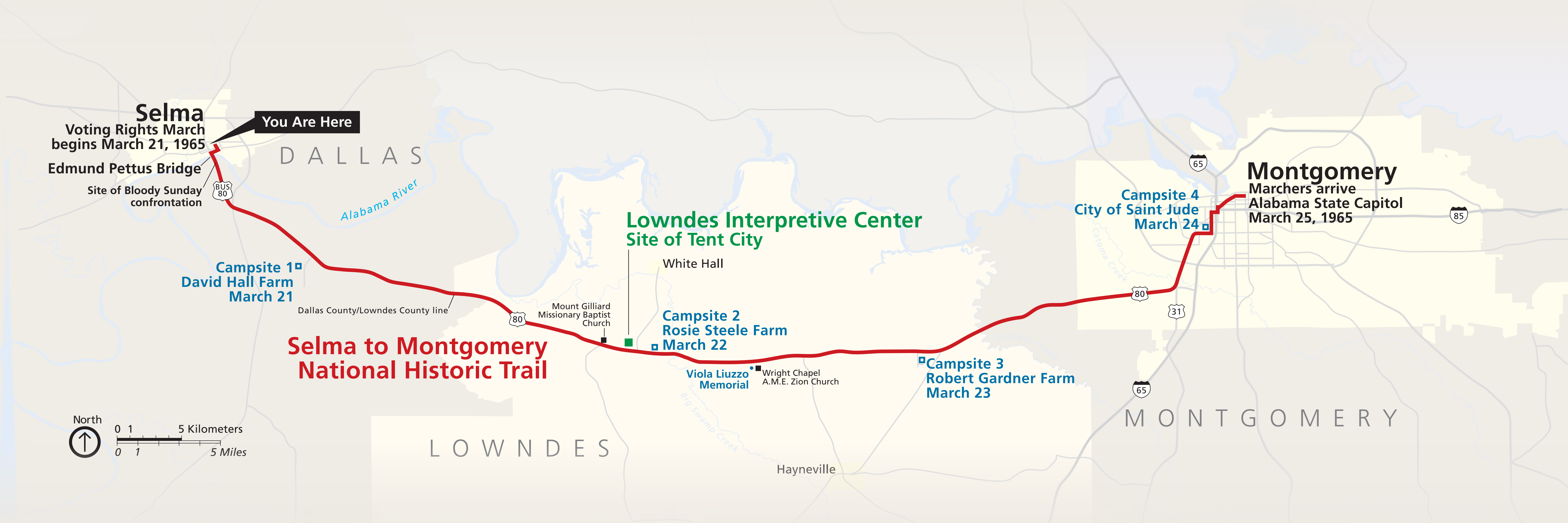
President Lyndon B. Johnson, March 15, 1965



Alabama State Capitol, at the conclusion of the march

In the 1950s and 1960s African Americans intensified their efforts to rise up and demand release from their oppressors. This rising was part of the Civil Rights Movement, and its leaders were many. The Selma to Montgomery National Historic Trail represents a brief but important moment in this long struggle. It represents a fight to reaffirm in our country that “all men are created equal” and that all citizens are guaranteed the right to vote.

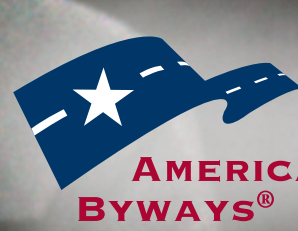
It started in the small, quiet southern town of Selma, Alabama, where hope, through tragedy and conviction, was brought to a nation. In Selma a black community simply had had enough. Through their momentum the dream of the right to vote rolled to the steps of the Alabama State Capitol in Montgomery and on to the front door of the White House. On August 6, 1965, the dream was signed into law as the Voting Rights Act of 1965, and it changed the world.



Marchers on Edmund Pettus Bridge, Selma, Alabama, March 9, 1965



The route of the Selma to Montgomery Voting Rights March is designated an America's Byway and National Historic Trail.





# Potomac Connections

## PIEDMONT REGION

George Washington walked, rode horseback, and boated through this region pursuing his dream of westward expansion—connecting the Atlantic Seaboard to the frontier West. His efforts to reengineer, dam, channelize, and straighten the Potomac River influenced industrialization in the 1800s and beyond. But the river resisted. Today wild intermingles with urban. Huge oaks, sycamores, and tulip poplars guard the river and welcome all seeking solace there.

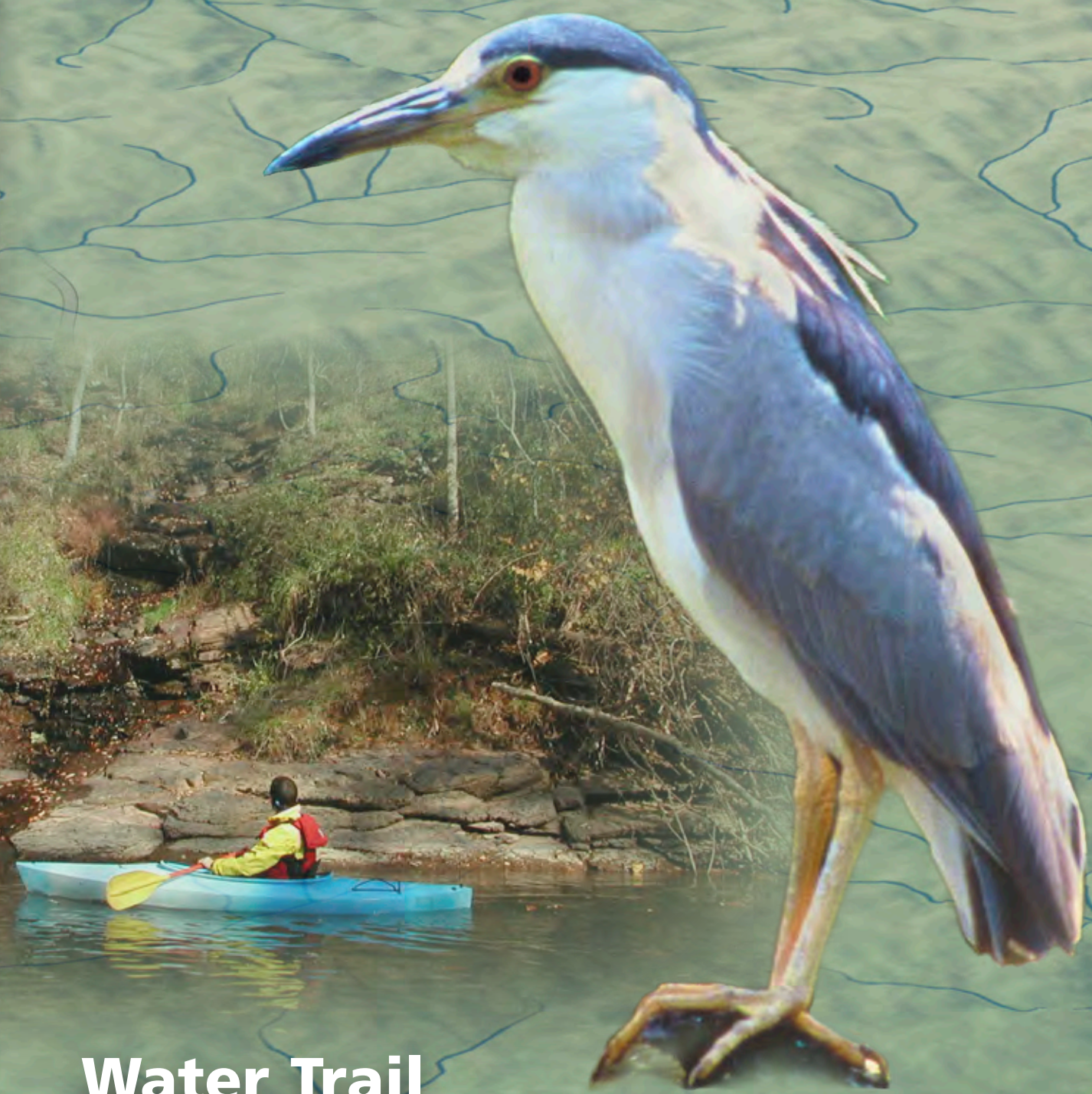
The Potomac Heritage National Scenic Trail network is a portal into the region’s history, culture, and ecology. Here a network of hiking and water trails affords you an intimate connection with the river and the distinctive Piedmont landscape. The trails beckon exploration and offer adventure.



### Potomac Heritage National Scenic Trail

Trail segments here in Fairfax and Loudoun counties are part of the larger Trail network that traverses the District of Columbia, Virginia, Maryland, and Pennsylvania. The Trail network passes through five distinct landscapes, each the result of climatic effects on past and present geologic environments and each influencing the history of people living there.

- Various Potomac Heritage Trail Segments
- Great Allegheny Passage
- Laurel Highlands Hiking Trail
- Chesapeake and Ohio Canal Towpath
- Potomac Heritage Trail (George Washington Memorial Parkway)
- Fort Circle Parks Trail
- Alexandria Heritage Trail
- Mount Vernon Trail
- Southern Maryland Potomac Heritage Trail On-Road Bicycling Route
- Northern Neck Heritage Trail Bicycling Route



### Water Trail

Miles of water trail on the Potomac River and Goose Creek allow paddlers to hug the safety and calm near the shoreline. Paddlers may surprise great blue herons, kingfishers, wood ducks, and even river otters. Historic features like Goose Creek Canal and George Washington’s Patowmack Canal await your discovery.

### Hiking Trail

Segments of the Potomac Heritage National Scenic Trail wind through a 50-mile-long corridor of private and public lands in northern Fairfax and eastern Loudoun counties. The corridor showcases the rolling hills of the Piedmont at the river’s edge. The rich floodplain forest here offers many discoveries from spring wildflowers to grist-mill ruins.

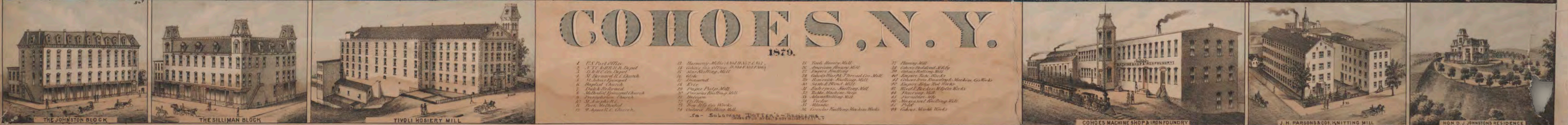


- National Park
- Other park lands
- Rapids and hazardous area
- Potomac Heritage Trail (existing)
- Potomac Heritage Trail (planned)
- other Trail segments



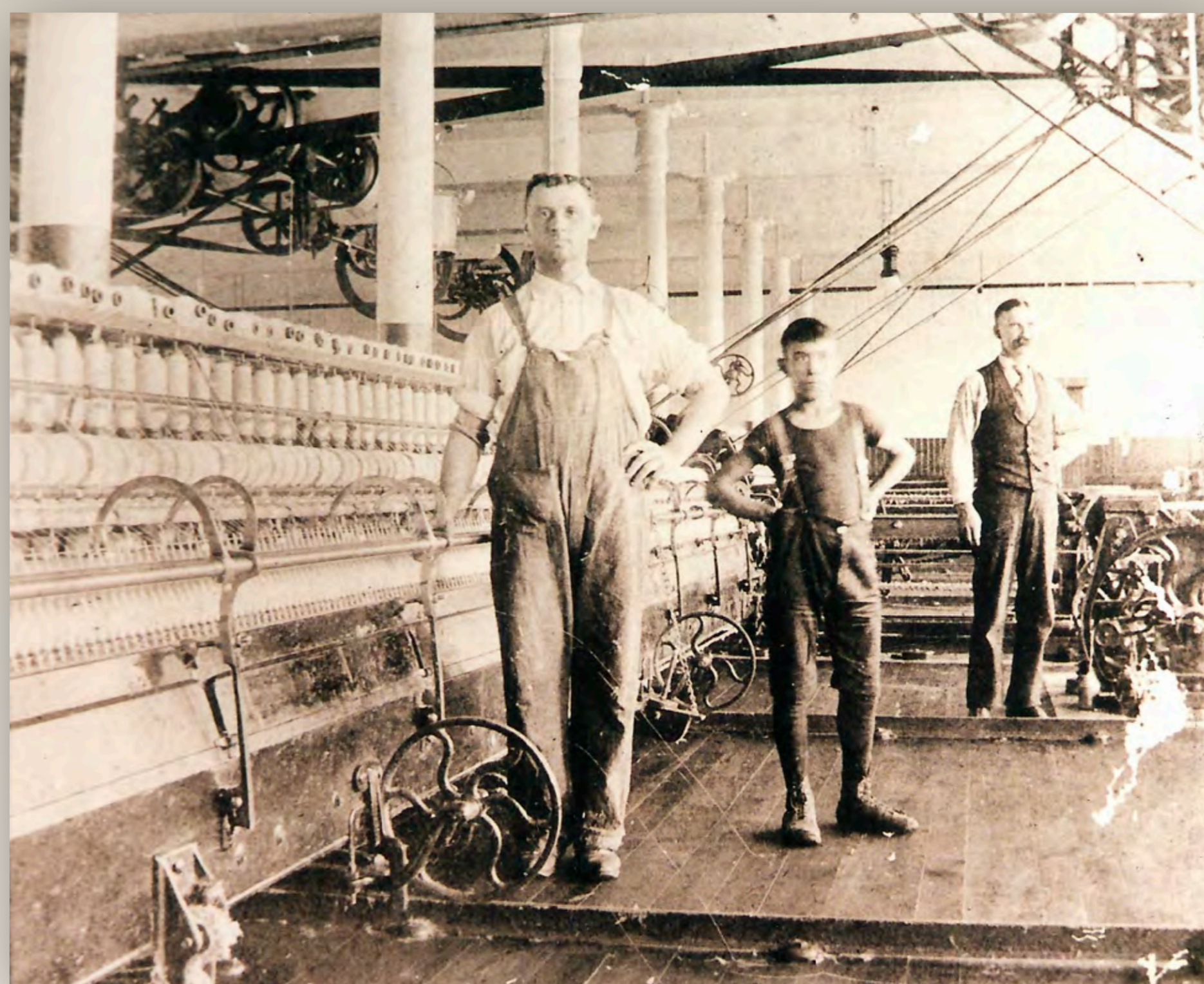


# Lifeblood of Cohoes

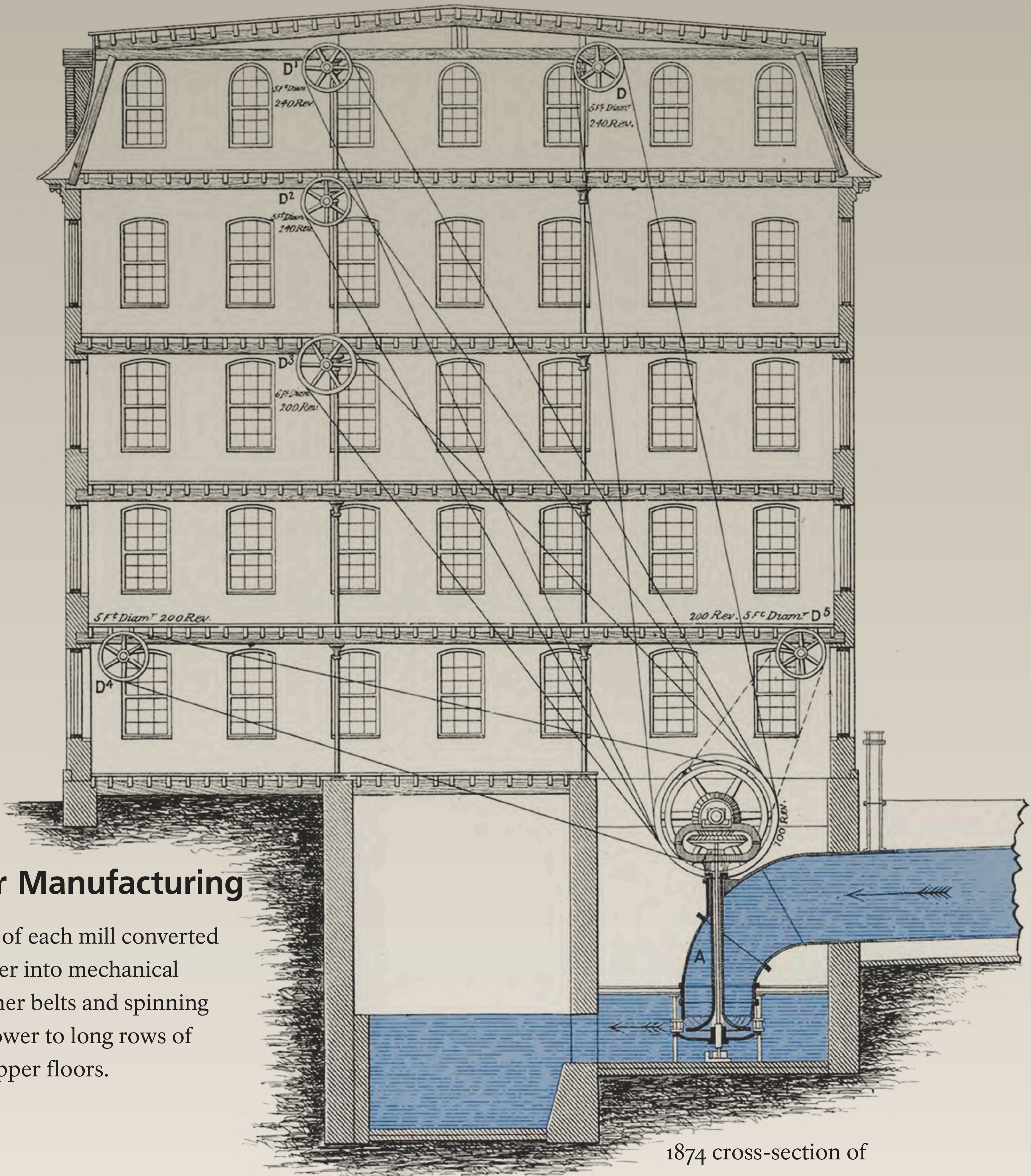


Canals and waterways laced through Cohoes by the 1870s. Sixteen locks of the Enlarged Erie Canal allowed boats to climb past Cohoes Falls. A network of power canals and tunnels delivered water to textile mills, paper makers, machine builders, and axe factories. The Harmony Manufacturing Company's mills, near the top of the power canal system, formed the largest cotton manufacturing establishment in North America. Rows of company-built worker housing filled blocks around the mills.

Today most of the canals have been filled and Cohoes no longer produces cotton and knit goods, yet clues to the city's waterways and industrial vitality can still be seen.



Spinning Room, ca. 1900 COURTESY OF SPINDLE CITY HISTORIC SOCIETY



## Water Power for Manufacturing

Turbines in the basement of each mill converted the energy of flowing water into mechanical power. A network of leather belts and spinning iron shafts carried that power to long rows of textile machines on the upper floors.

1874 cross-section of  
Harmony Mill #3





# The Grand Canal

Skeptics dubbed the project “Clinton’s Folly” and “Clinton’s Ditch” when construction of the Erie Canal began near Rome on July 4, 1817, deriding both the project and its principal promoter. Things were very different by October 24, 1825 when Governor DeWitt Clinton declared the Erie Canal complete and began a grand waterborne procession from Buffalo to New York City.

The Erie Canal prompted settlement, commercial agriculture, and manufacturing across upstate New York and also opened vast areas in the middle of the American continent to similar developments. As the principal channel for the products of New York and Midwestern farms, forests, and mines, the canal confirmed New York City’s place as America’s foremost seaport and commercial center and made New York the Empire State.



The Erie Canal provided the first all-water link between the Atlantic Seaboard and the upper Great Lakes—363 miles long. It climbed over 570 feet between the tidal Hudson River at Albany on its way to Lake Erie in Buffalo. It passed through a series of 83 locks as shown on this 1825 map.

The Erie and several connecting lateral canals were so successful that they were enlarged to accommodate bigger boats in ever increasing numbers. The New York State Barge Canal system, constructed between 1905 and 1918, represents the last major enlargement and remains in service today.







## DAYTON, OHIO

The historic sites that make up this national park are located throughout Dayton.

Staff at the park's **visitor facilities** can help you plan your visit.

This internationally recognized African American poet, playwright, and novelist, a classmate and friend of Orville Wright, lived and worked in this house from 1904 to 1906.

**Paul Laurence Dunbar State Memorial**
**Wright-Dunbar Interpretive Center**

Explore the West Dayton neighborhood where Orville and Wilbur lived and worked. The brothers had their printing business on the second floor of this historic building, and nearby is one of the Wrights' bicycle shops.

Next door to Wright-Dunbar Interpretive Center is the **Aviation Trail Visitor Center**, with exhibits on Dayton aviation history and the Wright brothers. The self-guiding Aviation Trail highlights more than 45 aviation landmarks in the Dayton area.

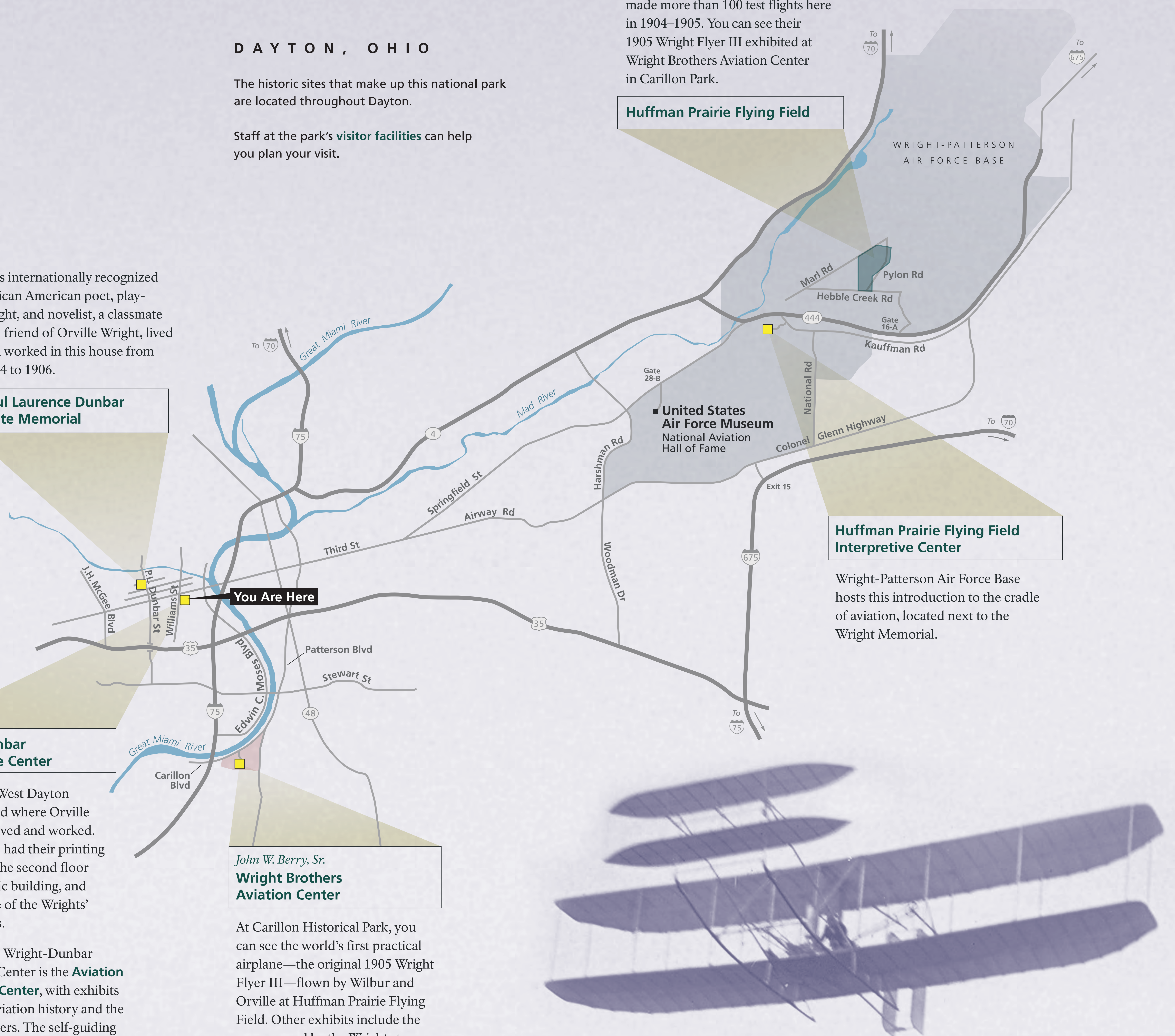
**John W. Berry, Sr.  
Wright Brothers Aviation Center**

At Carillon Historical Park, you can see the world's first practical airplane—the original 1905 Wright Flyer III—flown by Wilbur and Orville at Huffman Prairie Flying Field. Other exhibits include the camera used by the Wrights to record their historic 1903 flight, and a replica of the bicycle shop where they designed and built their gliders and powered flyers.

This is the site where the Wright brothers developed the world's first practical airplane. Wilbur and Orville made more than 100 test flights here in 1904–1905. You can see their 1905 Wright Flyer III exhibited at Wright Brothers Aviation Center in Carillon Park.

**Huffman Prairie Flying Field**
**Huffman Prairie Flying Field Interpretive Center**

Wright-Patterson Air Force Base hosts this introduction to the cradle of aviation, located next to the Wright Memorial.

**United States Air Force Museum  
National Aviation Hall of Fame**


# Birthplace of Aviation

The first airplane. The first airport. The first permanent flying school. The Wright brothers created them all—here in Dayton.

After their first short flights at Kitty Hawk, North Carolina, in 1903, Wilbur and Orville returned home to their workshop in Dayton. They spent the next 18 months building and testing their flying machine—striving for a fully controllable aircraft. By the end of 1905, their machine could fly twenty miles or more at a time.